

# **SECOND DESTINATION TRANSPORTATION (SDT) PROGRAM**



## **MARINE CORPS TACK-ON**

### **23 April 2007**

**UNCLASSIFIED**

*Mr. Roderick  
Callewaert*

*LPD-4*



# SDT TEAM

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- **SDT TEAM, LPD-4**
  - Mr. Roderick Callewaert – Team Lead
    - DSN: 225-7930
    - Commercial: (703) 695-7930
    - Facsimile: 8160
    - Email: [roderick.callewaert@usmc.mil](mailto:roderick.callewaert@usmc.mil)



# SDT TEAM

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- **Overview**

- Responsibilities
- HQMC SDT Program
- IBM Project
- ACA Update
- PowerTrack Update
  - Interest
  - PT vs. WAWF vs. GPC
  - Iraq Account
- TWCF Billing
- Pending TAC Changes
- SDT Team Future



# SDT TEAM

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## • Responsibilities

- SDT Program Management (\$305M+)
- POM, budget planning and execution
- ACA policy and oversight
- TVCD policy and oversight
- SSO policy and oversight
- LSR liaison on finance issues
- RFA liaison on billing issues
- TAC/LOA management
- MCBul 4610
- TGET implementation
- Transportation finance training management
- TAC/LOA table/system management
- Transportation funding guidance
- MCLC/MCSC SDT require. forecasting
- DLA over-ocean transportation billing
- DTS trans finance and billing issues
- PowerTrack implementation
- FACTS implementation
- MIPR development and management
- TRANSCOM liaison on trans issues
- Transportation billing operational supp.
- TAC Coordinator

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- **HQMC SDT Program**

- Financial program that supports the second destination transportation of USMC materiel
  - Both standard ops and GWOT support
- Centrally managed, open allotment
- Currently \$305M
- Executed via Transportation Account Codes (TACs) and Lines of Accounting (LOAs)
  - TAC use, MIPRs, Contracts, Budget transfers, travel
- Full PPBE requirements across the FYDP



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- **IBM Project**

- Provide the SDT Program with consulting support for program management and technical support services to improve the overall management of the HQMC SDT Program and fulfill program goals.
  - 08 Aug 04 - 08 Aug 07
  - Developed and documented SDT Program financial management processes, internal controls and procedures
  - Provided SDT forecasts, budgets, and acted as a requirements gathering conduit
  - Develop and document initiatives that realign functional responsibilities from the SDT Program to more appropriate offices
  - Implemented an SDT Program management tool (FOCUS)
  - Developed a robust metrics/reporting capability
  - Developed SDT training materials
  - Provided PowerTrack and Financial management operational support



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- **Air Clearance Authority (ACA) Update**
  - Air Challenge Criteria and message are currently being re-evaluated and updated.
  - FACTS shipment data is being analyzed to determine the most effective thresholds for challenges.
    - USTC
  - USMC ACA (Barstow, CA) processes CONUS outbound over ocean challenges and creates documentation for vendor shipments.
  - Currently researching OCONUS ACA possibilities
    - LOGCOM



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- **PowerTrack Update**

- Current Status of Auto CONOPS

- Marine Corps is 100% automated
    - Army (2/206)
    - Navy (23/111)
    - Air Force has no sites implemented at this time
    - DLA will roll out after other services have completed implementation

- Impact to USMC from Army and Navy Sites being rolled out in FY07

- Additional USMC LOAs will be paid electronically at DFAS
    - Additional Army and Navy LOAs will be processed electronically for USMC PowerTrack Accounts
    - Reduction of PowerTrack interest paid

- PowerTrack vs. WAWF vs. GPC

- New PowerTrack Accounts

- MCD Iraq (on hold)
    - MCAS Iwakuni (FCX site)





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- **PowerTrack Update - Interest Penalties**

- As of 27 Feb 2007, the Marine Corps accrued \$72K in interest penalties.
  - \$49k (68%) Personal Property
  - \$23k (32%) Freight
- Why we accrue interest:
  - Interest resulting from manual transactions by other Services on USMC PowerTrack Accounts
  - Late approvals by TMO/PPSO
  - Late summary invoice certifications by TMO/PPSO
  - Insufficient obligations available
  - Late payments to US Bank from DFAS
- Currently working with DFAS/P&R to determine the best course of action to resolve interest penalties.



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- **PowerTrack Update - PT vs. WAWF vs. GPC**
  - Multiple methods/systems have been selected to handle different types of billing and payment scenarios.
    - PowerTrack
    - WAWF (Wide-Area Workflow)
    - GPC (Government Purchase Card)
  - PowerTrack is the most commonly used system for commercial shipment payments.
    - Instances occur where the shipping activity could potentially use multiple methods of electronic billing and payment.
  - A MARADMIN is being drafted that will address the criteria associated with each particular electronic payment method.



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- **PowerTrack Update - Iraq Account**
  - Current environment: Stateside TMOs are approving payments for retrograde shipments from GWOT locations.
    - Camp Pendleton TMO (I MEF)
    - Camp Lejeune TMO (II MEF)
  - An Iraq account has been created to handle all shipments originating from theater regardless of the occupying MEF.
  - The account/concept is on hold pending ownership and training.



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- **Transportation Working Capital Fund (TWCF) Billing**
  - USTC's TCC (AMC/SDDC/MSC) billing process
    - Self-reimbursement concept
  - Ultimately impacts the availability of HQMC SDT funds.
  - Adversely impacts the SDT program.
  - TVCD is responsible for processing TWCF bills.
  - NAS Audit
  - Potential DFAS-led Lean Six Sigma Project.



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- **Pending TAC Changes**

- Goal is to align execution with requirement data.
- Realigned TAC structure will improve system support of budget forecasting and execution for program level visibility to Program and Item Managers.
- Increased importance and visibility for accurate requirement forecasting.
- GWOT TACs will remain the same.
- The 10 Standard Operation TACs in FY07 will be increased to approximately 35 for FY08.
- Continue to refine and adjust TACs as necessary to effectively support Marine Corps requirements.



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- **SDT Team Future**
  - Need to solve staffing challenges.
  - Coordinating with the Transportation Voucher Certification Division (TVCD) to assume PowerTrack operational support.
    - Freight & Personal Property
  - Coordinating with LOGCOM for operational support relief.
    - Possible Air Clearance Authority Support
    - Possible Iraq PowerTrack Account Ownership
  - To begin hosting annual requirements conferences
    - Resolves budget development challenges
    - Minimizes unfunded requirements damage



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# QUESTIONS